

$$WP_{MY} = \frac{\left(\sum_{1}^z (B_z) \times (P_z) \right)}{\sum_{1}^z (B_z)}$$

Where,

MY is the model year.

z is the number of different engine models in the fleet of model year MY.

B_z is the number of urban buses in the operator's fleet as of January 1, 1995 (including those added after January 1, 1995) equipped with a specific engine model of the given model year.

P_z is the projected particulate emission level of that engine model pro-

vided in paragraphs (c)(1)(iii) and (c)(1)(iv) of this section.

(iii)(A) Pre-rebuild particulate emission levels and projected post-rebuild particulate emission levels in grams per brake horsepower-hour (g/bhp-hr) are based on engine type and model year and are specified in the following table. The appropriate particulate level, pre-rebuild or post-rebuild, shall be determined using the information contained in paragraph (c)(1)(iv) of this section.

Engine model	Model year of engine	Pre-rebuild particulate level (g/bhp-hr)	Projected post-rebuild particulate level (g/bhp-hr)
DDC 6V92TA	1979–1987	0.50	0.30
	1988–1989	0.30	0.10
DDC 6V92TA DDECI	1986–1987	0.30	0.30
DDC 6V92TA DDECII	1988–1991	0.31	0.10
	1992	0.25	0.10
	1993 (no trap)	0.25	0.10
	1993 (trap)	0.07	0.07
DDC Series 50	1993	0.16	0.10
DDC 6V71N	1973–1987	0.50	0.50
	1988–1989	0.50	0.10
DDC 6V71T	1985–1986	0.50	0.50
DDC 8V71N	1973–1984	0.50	0.50
DDC 6L71TA	1990	0.59	0.10
	1988–1989	0.31	0.10
DDC 6L71TA DDEC	1990–1991	0.30	0.10
Cummins L10	1985–1987	0.65	0.65
	1988–1989	0.55	0.10
	1990–1991	0.46	0.10
Cummins L10 EC	1992	0.25	0.10
	1993 (trap)	0.05	0.05
Alternatively-fueled engines	Pre-1994	0.10	0.10
Other engines	Pre-1988	0.50	0.50
	1988–1993	(¹)	0.10

¹ Certification level.

(B) For TLF calculations for calendar year 1996 and 1997, post-rebuild particulate emission levels for a specific engine model shall be equal to the following:

(1) 0.10 g/bhp-hr, for any engine model (other than any model year 1984 and 1987 engine models, and those engine models indicated in paragraph (c)(1)(iii)(B)(4) of this section) for

which equipment has been certified by July 1, 1994 as meeting the emission and cost requirements of paragraph (b)(1) of this section for all affected urban bus operators;

(2) For any engine model for which no equipment has been certified by July 1, 1994 as meeting the requirements of paragraph (b)(1) of this section.